

THE HONGKONG TELEGRAPH

HONGKONG, MONDAY, OCTOBER 31, 1892

The Share Market.

LATEST QUOTATIONS
Hongkong and Shanghai Bank.—12½ per cent., premium, sellers.
The National Bank of China, Ld.—on £7.10, paid up,—35 per cent. div., sellers.

The National Bank of China, Ld.—Founders' shares, \$200 per share, sellers.

The Bank of China, Japan & the Straits, Ld.—\$1, buyers.

The Bank of China, Japan & the Straits Ld.—Founders' shares, \$20, buyers.

Chinese Imperial Loan of 1884 B—3½ per cent., premium, sellers.

Chinese Imperial Loan of 1884 C—2 per cent., premium, buyers.

Chinese Imperial Loan of 1886 E—14 per cent., premium.

Union Insurance Society of Canton—\$82 per share, ex. div., buyers.

China Traders' Insurance Company—\$55 per share, sellers.

North China Insurance—Tls. 240 per share, sellers.

Canton Insurance Company, Limited—\$105 per share, buyers.

Yangtze Insurance Association—\$102, sellers.

On Tai Insurance Company, Limited—Tls. 150 per share.

Hongkong Fire Insurance Company—\$265 per share, sellers.

China Fire Insurance Company—\$361 per share, sales and buyers.

Hongkong, Canton, and Macao Steamboat Co.—\$31, sales and sellers.

China and Manila Steam Ship Company—23 per share, buyers.

Indo-China Steam Navigation Company, Limited—50 per cent. discount, sellers.

Douglas Steamship Company—\$37 per share, sales and sellers.

The Steam Launch Co., Limited—nominal.

Hongkong and Whampoa Dock Company—\$76 per cent. premium, sales and sellers.

Geo. Fenwick & Co., Limited—\$15 per share, sellers.

Hongkong Hotel Company—\$24, sellers.

Hongkong Hotel Co.'s Six per cent. Debentures—\$50.

The Austin Arms Hotel and Building Company, Limited—\$4 per share, sellers.

The Shamen Hotel Co., Limited—\$5 per share, sellers.

Panjung and Sungkie Dua Samantan Mining Co.—\$2.25, per share, sellers.

The Raub Gold Mining Co., Limited—25 cents per share, sellers.

New Inurin Mining Co., Limited—\$1.50 per share, buyers.

The Balmoral Gold Mining Co., Limited—nominal.

Tonquini Coal Mining Co.—\$150 per share, sellers.

The Jelebu Mining and Trading Co., Limited—\$5.25 per share, ex. div., sellers.

The Selama'li Mining Co., Limited—5 cents per share, sales and sellers.

London and Pacific Petroleum Co., Ld.—\$15, nominal.

China Sugar Refining Company, Limited—\$155 per share, sales and buyers.

Luson Sugar Refining Company, Limited—\$35, nominal.

A. S. Watson & Co., Limited—\$161 per share, sellers.

Dakin, Cruickshank & Co., Limited—\$2 per share, sellers.

Hongkong Dairy Farm Co., Limited—\$5 per share, sellers.

The Kowloon Land Investment Co., Limited—\$8 per share, sellers.

The Hongkong Land Investment Co., Limited—\$57, sellers.

The West Point Buildings Co., Limited—\$27 per share, sellers.

H. G. Brown & Co., Limited—\$24 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company—\$40 per share, sellers.

Hongkong Rope Manufacturing Company, Limited—\$97 per share, sellers.

Hongkong Gas Company—\$100 per share, sales and buyers.

Hongkong Ice Company—\$67 per share, buyers.

Hongkong and China Bakery Company, Limited—\$65 per share, sellers.

The Hongkong Brick and Cement Co., Limited—\$5 per share, sellers.

The Green Island Cement Co.—\$4 per share, sellers.

The Hongkong Electric Light Co., Limited—\$21 per share, sellers.

The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.

The Hongkong High-Level Tramway Co., Limited—\$35 per share, sellers.

EXCHANGE.

ON LONDON—Bank, T. T.—2/9.

Bank Bills, on demand 2/9.

Bank Bills, at 4 months' sight 2/10.

Credits at 4 months' sight 2/10.

Documentary Bills, at 4 months' sight 2/10.

ON PARIS—

Bank Bills, on demand 3/1.

Credits, at 4 months' sight 3/1.

ON INDIA—

T. T. 2/11.

On Demand 2/24.

ON SHANGHAI—

Bank, T. T. 7/2.

Private, 30 days' sight 7/2.

VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Mr. C. H. Allen. Consul and Mrs. von Looper and maid.
Mr. T. Ammann. Mr. and Mrs. G. Lloyd E. Palm.
Colonel Ardagh. Rev. J. M. Morton.
Mr. R. Bouncken. Surg.-Major Robbins.
Dr. Burton. Mrs. Robbins.
Mr. G. C. Cox. Mr. Henry Schlee.
Capt. Cunningham. Mr. F. E. Shean.
Mr. Geo. Fenwick. Mr. L. G. R. Smith.
Mr. W. P. Fisher. Baron Steinberg.
Mr. C. F. Focken. Mr. W. Tarn.
Mr. Wood Forde. Mr. P. N. Thompson.
Mr. & Mrs. D. G. Greggough. Mr. Geo. Turner.
Mr. & Mrs. Hitchcock. Mr. & Mrs. J. J. Weicker.
Mr. Thos. Howard. Mr. J. F. Matthews.

VISITORS AND RESIDENTS AT THE MOUNT AUSTIN HOTEL.

Mr. Beattie. Mr. & Mrs. W. Macbean, children and nurse.
Mr. S. T. Benjamin. Mr. and Mrs. S. V. Morgan.
Captain Benson. Mr. Hart-Buck.
Mrs. Blackburne. Rev. R. F. Cobbold.
Mr. Blackstone. Mr. C. Malsch.
Mr. Hart-Buck. Mr. H. F. Meyerink.
Mr. Cochran. Mrs. Nerop.
Mr. J. B. Coughtrie. Mr. A. Ross.
Colonel Chauncy. Mr. C. Schwank.
Dr. Hirschberg. Mr. Taylor.
Mr. Vorner Meyer. Captain A. Tillett.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Chantel. Surgeon-Colonel H. F. Paterson.
Major Clayton. Mr. and Mrs. Perkins.
Mr. W. S. Harrison. Mr. Snarow.
Mr. Morton Jones. Mr. Strachle.
Mr. V. Kofod. Mr. Geo. L. Tomlin.
Mr. F. Maitland. Mr. W. R. Needham. Mr. David Wood.

MAILS EXPECTED.

THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Natal*, with mail on the 30th September, left Saigon on the 30th instant, at 6 a.m., and may be expected here on or about the 2nd proximo.

The O. & O. S. S. Co.'s steamer *Baptiste*, with mails, &c., on the 6th instant, left Yokohama on Thursday the 27th instant, at daylight and may be expected here on or about Tuesday to-morrow.

The O. & O. S. S. Co.'s steamer *Peru*, with mails, &c., left San Francisco for this port, via Yokohama, on the 15th instant.

The O. & O. S. S. Co.'s steamer *Oceanic*, with mails, &c., left San Francisco for this port, via Honolulu and Yokohama, on the 25th instant.

THE AMERICAN MAIL.

The E. & A. S. S. Co.'s steamer *Guthrie*, from Sydney, etc. left Port Darwin on the 24th instant, and may be expected here on the 3rd proximo.

THE CANADIAN MAIL.

The Canadian Pacific Railway Co.'s steamer *Empress of India*, from Vancouver, left Yokohama for Kobe, Shanghai and Hongkong to-day at noon, and is due here on the 8th proximo.

THE INDIAN MAIL.

The Messageries Maritimes Co.'s steamer *Saghalien* left Shanghai on the 30th instant at 4 p.m., and may be expected here to-morrow.

The P. & O. S. N. Co.'s steamer *Canton*, from Bombay, left Singapore on the 26th instant, and may be expected here on the 2nd proximo.

The Austrian Lloyd's steamer *Maria Valeria*, from Bombay, left Singapore on the 26th instant, and may be expected here on the 2nd proximo.

The D. R. steamer *Niobe*, from Hamburg, left Singapore on the afternoon of the 28th instant, and is expected here on the 3rd proximo.

The Navigazione Generale Italiana steamer *Bormida* left Bombay on the 18th instant, and may be expected here on the 5th proximo.

CHINA COAST METEOROLOGICAL REGISTER.

30th October, 1892.—At 4 p.m.

STATION.	11 P.M.	12 M.	1 A.M.	2 A.M.	3 A.M.	4 A.M.	Wind.	Waves.	Ridge.
Whidbey Rock.	... 70	... 70	... N	... 70	... b	... 70	... 70	... 70	... 70
Takao.	... 70	... 70	... 70	... 70	... b	... 70	... 70	... 70	... 70
Nagasaki.	... 70	... 70	... 70	... 70	... b	... 70	... 70	... 70	... 70
Enoshima.	... 70	... 70	... 70	... 70	... b	... 70	... 70	... 70	... 70
Amoy.	... 70	... 70	... 70	... 70	... b	... 70	... 70	... 70	... 70
Amping.	... 70	... 70	... 70	... 70	... b	... 70	... 70	... 70	... 70
Swatow.	... 70	... 70	... 70	... 70	... b	... 70	... 70	... 70	... 70
Macau.	... 70	... 70	... 70	... 70	... b	... 70	... 70	... 70	... 70
Hainan.	... 70	... 70	... 70	... 70	... b	... 70	... 70	... 70	... 70
Hainan.	... 70	... 70	... 70	... 70	... b	... 70	... 70	... 70	... 70
Victoria Peak.	... 70	... 70	... 70	... 70	... b	... 70	... 70	... 70	... 70
Canton.	... 70	... 70	... 70	... 70	... b	... 70	... 70	... 70	... 70
Macao.	... 70	... 70	... 70	... 70	... b	... 70	... 70	... 70	... 70
Hainan.	... 70	... 70	... 70	... 70	... b	... 70	... 70	... 70	... 70
Hainan.	... 70	... 70	... 70	... 70	... b	... 70	... 70	... 70	... 70
Cape St. James.	... 70	... 70	... 70	... 70	... b	... 70	... 70	... 70	... 70

31st October, 1892.—At 10 a.m.

STATION.	11 P.M.	12 M.	1 A.M.	2 A.M.	3 A.M.	4 A.M.	Wind.	Waves
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Hong Kong Telegraph.

No. 3286

OCTOBER 31, 1892.

SIX DOLLARS
PER QUARTER

Banks.

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Subscribed Capital £500,000

HEAD OFFICE—HONGKONG.

Court of Directors—
D. Gillies, Esq. Chow Tung Shang, Esq.
Chan Kit Shan, Esq. W. Wotton, Esq.
C. J. Hirst, Esq. Kwan Ho Chuen, Esq.
Chief Manager, GEO. W. F. PLAYFAIR.

ADVISORY COMMITTEE IN
LONDON—
THOMAS—GARMICHAEL, Esq.—Messrs. Dent,
Palmer & Co.
JOHN BUTTERY, Esq.—Messrs. John Buttery &
Co.
C. B. STUART-WORTLEY, Q.C., M.P.
Geo. Munro, Manager.

BANKERS—
Paris Banking Co. and The Alliance Bank (Ltd.)
The Commercial Bank of Scotland.
Yokohama—D. Fraser, Manager.
Shanghai—C. J. GALLOWAY, Manager.
Amoy—J. ANDERSON, Manager.

CURRENT ACCOUNTS opened. Money
received on Deposit, Drafts issued, Bills
purchased and collected. Advances made on
Securities or goods in neutral Godowns. Usual
Bank Agency business undertaken.

Interest at 12 months Fixed, 5 per Cent.

" " " 4 "

CURRENT ACCOUNTS 2 "

For Rates of Interest for other periods apply
to the Manager.

Hongkong, 18th May, 1892.

NEW ORIENTAL BANK CORPORATION,
LIMITED,
(IN LIQUIDATION.)

NOTICE TO CREDITORS.

CLAIMS on the HONGKONG BRANCH
must be sent to the Undersigned.

Forms may be had on application.

E. W. RUTTER,
Attorney for the Liquidator.

Hongkong, 24th August, 1892.

INSURANCES.

THE STANDARD LIFE ASSURANCE
COMPANY,
ESTABLISHED 1825.

INVESTED FUNDS £1,000,000 Sterling

ANNUAL INCOME £100,000 Sterling

BOARD OF DIRECTORS, SHANGHAI:

AUGUSTUS WHITE, Esq.

F. H. BELL, Esq.

JAMES L. SCOTT, Esq.

NEIL MACLEOD, Esq., M.D., Medical Officer.

W. T. PHIPPS, Esq., Chief Agent.

AGENCIES:

Amoy—Messrs. Brown & Co.

Calcutta—Messrs. Row & Co.

Chinkoo—Messrs. Cornaby & Co.

Foochow—Messrs. Phillips, Phillips & Co.

Hankow—Messrs. W. Forbes Sharp & Co.

Kota—Messrs. Brown & Co.

Nagasaki—China & Japan Trading Co., Ltd.

Neuchwang—Messrs. Bandinel & Co.

Ningpo—Gustav Kultman, Esq.

Peking—Dr. Dudgeon, Medical Officer.

Swatow—Messrs. Bradley & Co.

Tientsin—Messrs. Wilson & Co.

Yokohama—Messrs. Frater, Farley & Co.

The Standard is an old and wealthy Scottish
Office, well-known throughout India and the
East, and has acquired a marked character for
sound and liberal management.

DODWELL, CARLILL & Co.,

Agents, Hongkong.

Standard Life Office.

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GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
(LIMITED).

CAPITAL, TAELS 600,000, EQUAL TO £333,333.33

RESERVE FUND £378,000.00

BOARD OF DIRECTORS.

Lee Sing, Esq. | LO YEE MOON, Esq.

Lou Tso Shun, Esq.

MANAGER—HO AMEI.

MARINE RISKS on GOODS, &c., taken
at CURRENT RATES to all parts of the
world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1892.

NOTICE.

THE MAN ON INSURANCE COMPANY
LIMITED.

CAPITAL SUBSCRIBED £1,000,000

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on Goods,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN,
5, Stanley.

HEAD OFFICE,

No. 2, Queen's Road West.

Hongkong, 1st February, 1892.

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THE SINGAPORE INSURANCE
COMPANY, LIMITED.

APPLICATIONS for the post of SECRETARY,
which will be VACANT towards the end
of the year, are invited. A thorough practical
knowledge of FIRE and MARINE Business is
necessary.

Singapore, 1st July, 1892.

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KING WO CHEONG.

COAL MERCHANTS, SHIPS' COMPRO-

DORES, STEVEDORES, &c.

Have to Sale a cargo of AKARI COAL,
ex S.S. "BENGLOE".

M. R. J. W. BOYD, Superintendent at
Kowloon Docks, reports that AKARI
COAL GIVES TEN PER CENT. BETTER
RESULTS than any Japanese Coal he has ever
seen.

For full particulars as to price, &c.

Apply to KING WO CHEONG,

No. 32, Praya Central.

Hongkong, 19th September, 1892.

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Intimations.

NOTICE.

ALL Persons having CLAIMS against the
Estate of the late Lieut. G. G. BOYLE,
ROYAL ARTILLERY, are requested to forward
them to the Undersigned before the 22nd
November, 1892, after which date no Claims
will be received.

G. F. SELFE,
Major, R.A.
President Committee of Adjustment.
Hongkong, 2nd October, 1892.

[1045]

NOTICE.

I BEG to inform the Residents of HONGKONG,
KOWLOON and OUTPORTS that this Office
will ENGAGE SERVANTS for them without
Charge.

Any Servants engaged through this Office will
have Security, etc.

For further particulars, apply to

J. T. COTTON,
Commission Agent,
2, Duddell Street.

Hongkong, 6th October, 1892.

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NOTICE.

MESSRS. KELLY & WALSH, LIMITED,
have been appointed SOLE AGENTS for
the HONGKONG TELEGRAPH and "HONG-
KONG DIRECTORY AND HONG LIST FOR THE EAST,"
and are authorised to collect all Accounts for
these publications.

R. FRASER-SMITH,
Editor and Proprietor.
Hongkong, 8th October, 1892.

MESSAGERIES FLUVIALES DE COCHIN-
CHINA, SAIGON.

EXCURSIONS TO THE RUINS OF ANGKOR-WAT.

In order to facilitate Excursions to the Monu-
ments of ANGKOR-WAT, the Messageries
Fluviales Company will issue, until the middle
of December next, special return-tickets between
SAIGON and ANGKOR at the reduced price
of \$50.

The Company will provide Boats and Carriages
as far as Angkor; also board during the stay
there, without extra charge.

The Steamers leave Saigon every Tuesday
evening, arriving at Pnom-Penh on Thursday.
They will leave Pnom-Penh on the Friday
morning, reaching Tlem-Resp, Angkor entrance,
on Saturday.

Excursionists will have three days to visit the
Monuments; they have to be back to the
Steamer on Monday, at 2 P.M.

The Steamer arrives at Pnom-Penh on Wed-
nesday, remaining there until Friday morning,
which allows travellers to visit the capital of
Cambodia, and to be back in Saigon on Sat-
urday, that is to say, Eleven days after their
departure.

5th October, 1892.

[1994]

SAIGON.

THE WORKS OF THE MESSAGERIES
FLUVIALES DE COCHIN-CHINE.

STEAMSHIPS AND ENGINES OF ALL
KINDS BUILT AND REPAIRED.

IRON AND BRASS FOUNDRY WORK DONE,
PORTIONS OF ENGINES OR MACHINERY
DUPLICATED.

TURNING AND FITTING—VALVES, CYLINDERS, &c.

RIGGING AND TACKLE.

BUILDINGS AND WORKSHOPS
ERECTED, REPAIRED, AND
MAINTAINED.

CARDIFF COAL always in Stock.

TAKELEMA COLLIERIES COMPANY,
MOJI.

THIS Company having appointed the
Undersigned AGENTS for their Coal,
TAKELEMA AKAIKI, in Hongkong, are
prepared to supply Coal ex-Ship, ex-Godown, or
trimmed in Bunkers, at prices to be had on
application.

Copies of Reports and Analysis to be seen in
the Office of the Undersigned.

CHEE ON & CO.,
Sales Agents.

No. 21 & 22, Lee Yee Street, East.

Hongkong, 20th September, 1892.

[1935]

THE MIKE COAL MINING COMPANY

THE MIKE COAL is a
BITUMINOUS COAL

of dark reddish colour. For steam purposes
it has been pronounced to be the best and the
most economical of all the Japanese Coals. Its
export is increasing yearly, and the opinions
expressed by several of the largest regular
consumers are in testimony of the excellent
qualities of this coal.

Attention is called to the following advantages
to Ships' Owners and Captains, who coal their
bunkers direct from the Undersigned—

FRESHNESS of the coal.

UNIFORMITY of quality.

FREEDOM from impurities.

Supply in any quantity on shortest notice.

Quick despatch.

BEST of weight, etc., etc.

MITTS BUSSAN KAISHA,
Sales Agents.

Wantage, 11th September, 1892.

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SAI-PANG COALS.

THE Undersigned begs to inform the Public
that he has appointed HOP-WO-LONG

as Agent in Hongkong for the Sale of the SAI-

PANG COALS of the Hondo Coal Mines,
Japan.

KONOMI TAKASUKE,
Owner of the Hondo Coal Mines.

M. Kawloon Dock reports that AKARI
COAL gives TEN PER CENT. BETTER
RESULTS than any Japanese Coal he has ever
seen.

For full particulars as to price, &c.

Apply to KING WO CHEONG,

No. 32, Praya Central.

Hongkong, 19th September, 1892.

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Intimations.

LANE, CRAWFORD & CO.

F.O.R SALE.

BLACK GUT TENNIS BATS.

Intimations.

GINGER ALE.

WE have always made good GINGER ALE, and we are now making the best. At various exhibitions and competitions in London and elsewhere, GINGER ALE made by the formula we now use has won 32 PRIZE MEDALS and CERTIFICATES OF MERIT.

In 1889 competed and won against FOUR of the most famed Belfast makers.

The Analyst's report:

"It is of unexceptionally good quality."

"Particularly pleasant to the taste."

"Decidedly tonic and sustaining."

"In every respect most satisfactory."

ARTHUR HILL HASSAL, M.D.

The ideal temperance beverage.

DAKIN, CRUICKSHANK & CO., LTD.
Victoria Dispensary,
Queen's Road Central,
Hongkong, 17th October, 1892.

LOCAL AND GENERAL.

H.M.S. *Alderley* and the U.S.S. *Marietta* were at Chefoo on October 21st.The Steamboat Co.'s "grand old boat" *Potow* steamed over to Kowloon Dock this morning.The cable steamship *Sherard Osborne*, Capt. C. O. Madge, arrived here from Cape St. James this morning.

The return of the number of visitors to the City Hall Museum for the week ended Oct. 30th, are:—Europeans, 231; Chinese, 3,616; total 1,897.

The Russian steamer *Nijet Novgorod*, with 350 emigrants (!) on board for Vladivostock, had to put in at Woosung on the 25th inst., short of coal.The German flagship *Lethys* left Woosung for this port on the 24th inst., and we understand she will probably go dock for some necessary repairs.It occupied the barque *Sebastian Bach* no less than twenty-one days to go from Amoy to Foochow. We fancy this must be a record for that voyage.We are informed by the Agents of the Messageries Maritimes Co. that the Company's steamer *Natal*, with the next French mail, left Saigon yesterday at 6 a.m., for this port.The appointment of Mrs. Christina Davis to be assistant mistress of the Government Central School for girls, as from April 1st last, is notified in the *Government Gazette* of October 29th.

A REGULAR meeting of the Victoria Preceptory, will be held in Freemason's Hall, Zealand Street, this evening, at 8.30 for 9 o'clock precisely. Visiting brethren are cordially invited to attend.

SATURDAY'S *Gazette* notifies that His Excellency the Governor has recognized Mr. W. von Looper as in charge of the German Consulate at this port, pending the arrival of the Queen's *exequatur*.

It is reported in Shanghai that the arrangement recently arrived at by the China Navigation, China Merchants and Indo-China Steamship Companies only refers to their all charging similar rates.

THE Canadian Pacific Railway Co.'s Royal mail steamer *Empress of India*, Captain O. P. Marshall, R.N.R., arrived at Yokohama from Vancouver yesterday, and left at noon to-day for this port, via Kobe and Shanghai.ACCORDING TO A NOTIFICATION IN THE *Government Gazette*, 3,057 gallons of proof spirits were manufactured at the East Point Sugar Refinery during the quarter ended the 24th October. Rum ought to be cheap in the colony this winter.

At the annual meeting of the members of the St. Andrew's Society of Shanghai, held at the Masonic Club there on the 24th October, it was unanimously decided to celebrate St. Andrew's Day by a Ball, to be held in the Astor House.

WE note that Mr. H. A. Giles, British Consul at Ningpo, is going home on a year's leave. Mr. P. F. Haussar will act for him during his absence, and Mr. N. J. Tratman, returning from Jeave, will take Mr. Haussar's place at Shanghai.

After considerable discussion, leave was granted.

Price \$6.50.

CLAY'S FERTILIZER.

A High Class FERTILIZER for POT PLANTS and for use in the Garden generally. It supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the plants to attain to their full size, vigour and beauty.

Sold in tins containing 10 lbs. each, \$1.50.

" " " 25 lbs. " " \$4.00.

No Special quotations for large quantities.

RANSOME'S NEW PARIS LAWN MOWERS.

\$17.00 each.

A. S. WATSON & CO., LTD.
THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.

Hongkong, 15th October, 1892.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication; but as evidence of good faith.

BIRTH.
At 5, Yau-tze-poo Road, on the 23rd October, the wife of W. ORTWIN, of a son.

The Hongkong Telegraph.

HONGKONG, MONDAY, OCTOBER 31, 1892.

TELEGRAMS.

SHANGHAI RACES.

(By Telegram.)

SHANGHAI, October 31st.

First day's winners:—

MALCO PLATE, half a mile.

Teutonic.

CRITERION STAKE, one mile.

Majestic.

MAIDEN STAKES, three quarters of a mile.

Beawing.

RACING STAKES, one mile and a half.

Tallman.

JOCKEY CUP, one mile.

Don.

CLUB CUP, two miles.

Boil.

SYCER STAKES, one mile and a quarter.

Person.

BLACK STAKES, two miles round.

Kingcraft.

WHAMBOA STAKES, one mile and a half.

Fleur de Rose.

In this issue we publish detailed reports of the cruise of the *Sia Taiwan* in the Pescadores and the voyage of the Douglas steamer *Formosa*, Capt. T. Hall, which was sent to search for the former vessel and the survivors of the *Normandie* who were cast away on Pa-chau Island.

SEVERAL severe squalls passed over Koh-si-chang a few days ago, says the *Hongkong Times* of October 19th. One of them tore all the metal off the roof of the landing-stage, and another capsized a fishing-boat. Capt. VII, of the *Thores Kramon*, sent a boat to the rescue of the occupants with commendable promptitude, and saved all six.

THE *Stam Fire Press* of Oct. 18th says:—"The Burmese Prince, Meng Sai, who caused considerable trouble to the Siamese in Chelsing by arming and exciting the people to rebellion, is about to be released from prison. He has been confined in a Bangkok gaol since his capture, and it may taken for granted that he leaves his prison but to die."

MAILS Due:—
Indian (A. After) to-morrow.
Shanghai (Saghalien) " "
American (Belts) " "
French (Natal) 2nd proximo.
Bombay (Canton) and "
Bombay (Marla Valera) 2nd "
Australian (Guthrie) 3rd "
Bombay (Bermuda) 5th "
Canadian (E. of India) 8th "

In the "Dead Letter" list in Saturday's *Gazette* appears the name of the Earl of Glasgow, a letter for that nobleman having been returned from Colombo, where no address could be found. This letter doubtless raised his lordship, who was on route to New Zealand to assume the governorship of that colony, and the Colombo Postmaster apparently hadn't the sense to forward it on to Wellington, N.Z., where it would have reached its destination safely enough. Perhaps our local Acting Postmaster will take the hint!

A CORRESPONDENT writes that the Peak Tramway management has evidently been experimenting with the wire cable and not with very satisfactory results. Owing probably to too much allowance being made for stretching, the rope is somewhat deficient in length, and the car, instead of running into the station, stops nearly opposite St. John's Place, so that passengers have to walk along the line to get into the roadway. Our correspondent who is a most facetious "cuss" suggests that the station should be placed on wheels to remedy the present defect.

It is reported in Shanghai that the arrangement recently arrived at by the China Navigation, China Merchants and Indo-China Steamship Companies only refers to their all charging similar rates.

WE are informed by the Agents of the Messageries Maritimes Co. that the Company's steamer *Natal*, with the next French mail, left Saigon yesterday at 6 a.m., for this port.

THE Canadian Pacific Railway Co.'s Royal mail steamer *Empress of India*, Captain O. P. Marshall, R.N.R., arrived at Yokohama from Vancouver yesterday, and left at noon to-day for this port, via Kobe and Shanghai.

ACCORDING TO A NOTIFICATION IN THE *Government Gazette*, 3,057 gallons of proof spirits were manufactured at the East Point Sugar Refinery during the quarter ended the 24th October. Rum ought to be cheap in the colony this winter.

At the annual meeting of the members of the St. Andrew's Society of Shanghai, held at the Masonic Club there on the 24th October, it was unanimously decided to celebrate St. Andrew's Day by a Ball, to be held in the Astor House.

WE note that Mr. H. A. Giles, British Consul at Ningpo, is going home on a year's leave. Mr. P. F. Haussar will act for him during his absence, and Mr. N. J. Tratman, returning from Jeave, will take Mr. Haussar's place at Shanghai.

After considerable discussion, leave was granted.

Price \$6.50.

which I have been favoured, and which speaks for itself:—

THE CRUISE OF THE "SIN TAIWAN."

The steam launch *Sia Taiwan* left Takow at about 5 a.m. on the 1st, 1892, from there H.I.G. M. Vice-Consul Dr. Merz and Dr. W.W. Myers. She called at Aping where Mr. Polham L. Warren (H. B. M. Consul) and Mr. R.J. Hastings embarked. Leaving again at about 10 a.m. she steered for the Peacock. Until well north of the Valley, shoals the wind and sea were moderate, but as we went further north the breeze freshened and with it the sea rose. It was not, however, until we got up to the eastern end of East Island that our troubles really began, but once there the strong flood tide, running fully 4 knots, meeting the equally strong N.E. wind, and racing round the end of the Island, caused a state of affairs that is more pleasant in the reminiscence than it seemed to be at the time. Our little craft, however, showed her fine seagoing qualities, riding over the confused high seas like the proverbial cork, while at the same time the other and less attractive similarities were not less demonstrated by the violent way in which the boat pitched, rolled, and generally made things lively. Our skipper, a European and seafaring man, setmed at one time not to like it, but he held on, and at last we got through, with the capabilities of our craft, to the *Si Taiwan* at about 7.30 p.m. after a run of 90 hours, ready for rest, and I gladly pleased with the capabilities of our craft. At daylight next morning Capt. Vosteen got under way and we finally cast anchor in Makong's Inner harbour about 10 o'clock. The Consuls immediately went on shore and interviewed the officials (Chen-tai and Ling), learning for the first time the full extent of what had happened to the *Bokhara*. It seems that the idea of her being a white boat arose from the colour of the wreckage, which turned out, after all, to be the deck houses of the *Normandie*, which were painted white, and although what we now discovered relieved the German Consul of his official responsibility the shock and sorrow at what had actually taken place was great to me and all of us. The 23 survivors, who had been most kindly tended and cared for by the Chen-tai and people, originally obtained that license (because we do not know whether it was an assumed name or not) probably paid for it without knowing how long it would hold good (as it turns out to have been dependent on the tenure of office of the Kowloon mandarin) and it seems to me probable that the plaintiff may have agreed to take this same risk. Anyhow, the learned Judge had the benefit of seeing the two witnesses before him, and he gave credence to the defendant rather than to the plaintiff on this point. He tells me he is still of the same opinion, and thinks he should still arrive at the same conclusion as when the case was first before him. He has exercised in this matter, as in a great number of other matters, the functions of a jury, and I think if this question was left to a jury, and the jury had found in favour of the defendant, the finding would not have been disturbed on appeal. Therefore I am of opinion that this application must be refused, and my learned friend agrees.

THE KOWLOON CITY LAUNCHES.

Application was made by the owner a launch running to Kowloon City, for leave to appeal against the finding of the Acting Pulane Judge in a dispute, as to the amount due from the character.

The plaintiff had a launch, which defendant chartered to run daily to Kowloon City; defendant got a permit from the mandarin, but the launch was returned to plaintiff, and the permit handed to him in part payment of charter money.

The Chief Justice said:—"We think that there should not be leave to appeal in this case. As Mr. Francis says, a question of the credibility of two witnesses—the plaintiff's accountant on the one hand and the defendant on the other. There is no doubt the charter-party was modified by a verbal agreement of some sort, and the question is, as it was before the Judge in the Summary Court, what that verbal agreement was. According to the plaintiff's story, he agreed to pay defendant \$25 a month for the permit but giving to the defendant plaintiff agreed to pay or give credit for \$500, as the price of taking over the licence from defendant. It is suggested that it was much more likely that they would have agreed to pay \$25 a month, but I am not prepared to say that it is necessarily more likely. The defendant, or whoever originally obtained that license (because we do not know whether it was an assumed name or not) probably paid for it without knowing how long it would hold good (as it turns out to have been dependent on the tenure of office of the Kowloon mandarin) and it seems to me probable that the plaintiff may have agreed to take this same risk. Anyhow, the learned Judge had the benefit of seeing the two witnesses before him, and he gave credence to the defendant rather than to the plaintiff on this point. He tells me he is still of the same opinion, and thinks he should still arrive at the same conclusion as when the case was first before him. He has exercised in this matter, as in a great number of other matters, the functions of a jury, and I think if this question was left to a jury, and the jury had found in favour of the defendant, the finding would not have been disturbed on appeal. Therefore I am of opinion that this application must be refused, and my learned friend agrees.

THE CHEN-TAI

THE HONGKONG TELEGRAPH, MONDAY, OCTOBER 31, 1892.

qualities of silk and straw braid have been washed ashore, but the Consul has notified the officials, who have promised to do all they can to recover the vessel and cargo that they are by no means abandoned, and that immediate efforts will be made to save both cargo and treasure, all cargo given up by native sailors are being paid for at just half rates; no doubt therefore, in time, i.e. as soon as some responsible agent goes there, and begins to treat with the people, we will find no difficulty, as long as he treats them with ordinary fairness, in getting hold of anything they have picked up. It is very evident we are not treating nowadays with pirates or looters but with a people who have shown themselves capable of exhibiting the highest and best traits of most civilized humanity—and this, too, under circumstances that might well try persons whose morality is more favorable than that of the Pescadores; has hitherto been, and certainly who in fact these poor fishermen in their vocations of the good things of this world! Let us hope that with this splendid chance before us, to say nothing of the merits of the case, Europeans generally will take good care to improve the occasion, and show these Asiatics that we can be as appreciative and grateful for any good in them, as we are undoubtedly sharp at censoring and punishing all they do when, however slightly, it may seem contrary to western ideas and ethics!

All business being now arranged as far as possible we were preparing to settle down for another turn of patient watchfulness for the "halt" which would justify us in attempting the sun houses and through the inter-island side race, and our most sanguine hopes did not extend to speedier relief than that which might be afforded by the *Thales* on Wednesday 26th. On the day after our return to Makong, however, Le. on Monday the 24th we were agreeably surprised to see a Douglas steamer making for the light under the light, where she anchored. After a time she came into Makong harbour, and turned out to be the *Formosa* sent in search of us by the generous kindness of the Douglas Co. It seems that getting anxious as to our whereabouts and having heard nothing of us since leaving Aping, Messrs. Bain & Co. wired the fact to Amy, begging that the *Thales* might be directed to search for us. Messrs. Laprade & Co., with characteristic goodness, at once determined to order the *Formosa*, to deviate from her Tamsui run and make the enquiry. The Commissioner and indeed the whole Customs Staff zealously and kindly aided in the despatch of the *Formosa*, and although it was a Sunday and she had cargo to discharge this was all quickly arranged, letting the steamer leave Amy on her humane errand by 6.30 p.m. Such spontaneous and kindly acts as these serve greatly to relieve the gloom that inevitably attends the misfortunes which call for their display, and we, in common with all others interested in the *Sin Taiwan* and her belongings, must and do indeed feel sincerely grateful for, and proud of the generosity and goodness shown them by ship-owners, officers of the Customs, and all others who so unselfishly spring forward to render all aid in their power help where they had reason to believe it was required.

(Signed.) JAHN NISTAD.

The *Sin Taiwan* was snugly encamped in Makong harbour, but we were none the less glad of a chance of getting back now that all we went for had been accomplished so far as we were capable of carrying it out, and therefore we gladly availed ourselves of Capt. Hall's offer to land us at Aping, and left the Pescadores at about 10.10 a.m. on the 24th, arriving at Aping in the afternoon of the same day. And thus ended a not uneventful cruise, which, if not devoid of risk, discomfort and even some privation, has many less disagreeable reminiscences and associations.

THE "NORMAND" DISASTER.

John Nistad, of Larvik, near Bergen, aged 29 years, states as follows:—I was second engineer of the Norwegian steamer *Normand* of Bergen, built in that place, in 1869, and launched in January 1872. She was 2242 tons register with triple expansion engines of 1200 indicated horse-power, made by Richardson and Sons of Sunderland. The *Normand* was owned by Christian Michaelson and Co., Bergen. We left Cronstadt on the 28th June for Vladivostock, Japan with railway material, and arrived there on the 31st August. We left again for Nagasaki on the 29th September, arriving on the 2nd October. We took in a cargo of coal for the Messageries Maritimes Company, and left for Singapore at 4 a.m. on the 6th October. On the afternoon of the 8th we experienced a strong blow from the N.E. with a failing glass. Reliable morning and midday observations were last obtained on this day, and the course steered from Japan was S.W. During the night the wind increased and continued to do so until about 1 p.m. on Sunday when it had attained typhoon force. The spray was so dense and continuous as to obscure every thing from view. Our course had been changed on the morning of this day to S.W. & W. At 6.30 p.m. the ship was stopped, and sounding gun in 17 fathoms, while sand and again at 7.30 p.m. in 35 fathoms with similar bottom. By this time the hurricanes seemed to be blowing with full force and the sea was extremely high, the wind veering from N.E. to N. by East. No observations could be got on Sunday, and the patent log, haulied in at 8 a.m., had not been put out again. At that time it allowed the ship to have been going at a rate of 8 knots during the morning watch. The engines were never slowed. From Saturday afternoon until 8 a.m. on Sunday, the 9th, we carried the sole and mizzen topgallants with one main and two fore staysails, but on Sunday afternoon it was impossible to carry them longer. Everything, however, seemed to be progressing well, until close to 9 p.m. for although a good amount of water came on deck no actual damage was done, and the vessel seemed to be quite easy. At 8.30 p.m. the ship suddenly took the ground, bumping heavily twice, and vibrating all over as she was brought up. The plates on the floor of the engine room were immediately forced apart and upwards, and went flying, rushing into the stokehole. I was on the burn in the engine room at the time. At the first burn, I slowed the engines, because the co-liners seemed to be much. Just then the telegraph was rung from deck to stop. In a moment, however, I got another order to go ahead full speed, followed in about 5 minutes by the first direction to stop. The co-liners were vibrating so much. Just then the telegraph was rung from my left side. I had previously got hold of a small plank which assisted me considerably and at last, at about 5 p.m. on Monday the 10th I was washed ashore near the easternmost island of what I now know is the Pescadores group. I was first landed on a small outlying islet which was quite uninhabited, and being so exhausted lay there until about 10 o'clock next morning. When this time a Chinaman swam across, and that too, in the face of a strong north-east gale and confused sea, the vessel making little more than 3 knots per hour, and having to come through several tide-races which run among the islands, and are, to say the least, dangerous for a small craft such as theirs. After this we may safely say that the courage of Europeans is ever what it was, but still it is not every doctor and every conglom in the world who would spontaneously undertake so perilous a voyage as the base "chance" of rescuing shipwrecked mariners. But whether that is so or not, the well-dressed Chinese was not afraid, and told me the latter were in the chart house, and added, "There is nothing to be done, it is impossible to launch the boat, and all hands had better take to the rigging!" I then went up to the chart house and got a life belt, which I put on. Soon after this the sea began to break over the ship so badly that, led by the chief engineer understanding on top of the gallery, and climbing up to him reported that I had made everything as safe as I could in the engine room. After this I went on deck, and seeing the chief mate, asked him what he thought was best to do, and where the life belts were? He told me the latter were in the chart house, and added, "There is nothing to be done, it is impossible to launch the boat, and all hands had better take to the rigging!" I then went up to the chart house and got a life belt, which I put on. Soon after this the sea began to break over the ship so badly that, led by the chief

mate, all hands (except the captain, who remained on the bridge, and the steward who could not get forward from the saloon) went up the fore rigging. Shortly after this the captain blew two long blasts with the whistle, and disappearing through the chart-house was seen no more. The boats were soon washed away, and so about an hour the funnel went. About 11.30 p.m. the top-gallant forecastle was broken up, and soon afterwards the foremost went by the board, precipitating all hands into the water; about 6 or 8 of them were unable to swim, and soon sank. I saw the rest swimming round for a little time, but the sea soon separated me from them, I got hold of a cork tender, which supported me for about 3 hours, when it was washed away; almost simultaneously, however, I was struck on the head by a bit of plank, 6 or 7 feet long and getting hold of this managed to retain possession of it until just before being washed ashore. I was carried down along the west side of Fisher Island, having the light on my left hand, and about 4 or 5 p.m. on Monday 10th, landed on what I now know is Patchao Island.

At this spot the shore is covered with both large and small boulders, against which the sea was breaking violently, but one rather elderly Chinaman, accompanied by a younger man, rushed deep into the surf and pulled me ashore, treating me with the greatest kindness and consideration. Helping almost carrying me (for I was dead lame) over the rocks, and up the hill, they took me to their house, gave me Chinese wine and food until I was sufficiently restored to go on to the yards of the official, where I obtained clothing, food and shelter, and in fact everything that the man could possibly render in the way of assistance. I should state that when I fell with the mast into the water my knee struck against the side of the ship, seriously injuring the kneecap, cutting and bruising the skin of the left leg, rendering it quite useless either for swimming or walking. The mandarin dressed my leg as well as he could, applying Chinese medicines and lotions, and whenever I had to move, several people either belonging to the yamen, or from outside, were always ready to help and support me. On Wednesday the 12th I heard that there was another foreigner on the eastern island of the Patchao group, and the people brought me a letter written by him addressed to the Norwegian consul in Hongkong, which they had been asked to convey. On looking at this letter I discovered that it was written by an ordinary seaman belonging to the *Normand*, named Herress. The mandarin thereupon sent across and brought Herress over to his place, and we lived together until Monday the 14th, when the *Sin Taiwan* came and took us off. I wish to express in the strongest manner my deep appreciation of the great humanity and kindness shewn to me and my shipmate by all the people in the island, from the mandarin down to the humblest fisherman. Every one was ready to put his house or his few possessions at our service, and it is with the greatest gratitude that I acknowledge their care and goodness, to which I must attribute my speedy restoration after arrival on the island, crippled, and in the last stage of exhaustion.

(Signed.) JAHN NISTAD.

Thomas Herress, living at 33, Absalonsgade, Bergen, Norway, aged 23 years, states as follows:—I was an ordinary seaman on board the Norwegian steamer *Normand* of Bergen. I agree with all that the second engineer says as to particulars of steamer's wreck, course steered &c. &c. I was on watch from 12.30 p.m. to 8.30 p.m. on Sunday, the 9th, taking my "trick" at the wheel—from 8.30 p.m. to 8 p.m.—The course we then steered was south-west & west. We could see nothing from Saturday night; all was so obscured by darkness and the spray. The wind was blowing with great force, its direction being north by east. At 8 p.m. I went below and turned in, and was asleep when the ship struck. The shock woke me up, and I hurried on a few clothes. A man came to the forecastle door and sang out that the ship was ashore, and all hands were to take their stations at the bows. On reaching the deck the sea was breaking over so furiously that we made the best of our way to the chart house, where we knew the life belts were. Of these, however, there were only 7, and I did not get one at that time. We found the captain and chief mate already up there. I stayed along with about 6 others in the chart house until the sea burst in the door and drove us out. I saw some men going into the fore rigging, and I called to my mate in the chart room to come too. Previous to this the captain passed through the chart room going out by the port door, and we never saw him again. The boy who was standing at the port door was swept out by the sea, but I managed to hold on to his collar and draw him in again. The second mate came to the chart house and encouraged us, saying that escape was perhaps not hopeless. He asked for the captain but none of us could find him after he passed through the chart house. After this we all went into the forerigging. While we were there the carpenter who was next me and had on a life belt, became much agitated, saying that he did not want a belt; it was no use; all must die and had better die quickly. I tried to persuade him to keep it, but it was no use; he was going to throw it overboard. I caught it, and put it on; wearing it just before I was washed ashore on Monday afternoon. By this time the fore hatchets were broken in, the after ones had gone long before, and the bridge and boats were now washed away.

No one in the rigging had seen either the captain or the steward, but with these exceptions all the crew were there.

In about half or three quarters of an hour after this the funnel was carried away, and as near as I can guess, about 11 o'clock the forecastle, which was an iron one, went by the board, throwing all of us into the water. We were soon separated from each other, but I saw two men go down. I do not know where the others with life-belts went to. I struggled to get free from the wreck, and eventually swam clear; I came across the commissar who was at a very low ebb, but they managed to subjoin on sweet potatoes and prunes until Makong was reached.

During the afternoon of October 24th the *Formosa* landed in Taiwan to Dr. Myers, Mr. Warren, Dr. Metz, and Mr. Hastings. The two Norwegians survivor remained under the care of P. L. Warren until arrival of steamer *Thales*. The *Sin Taiwan* remains at Makong for business purposes.

The above named gentlemen deserve much credit for the indomitable courage displayed, for as soon as they heard through a Chinese fisherman of the wreck of a European vessel (not knowing then that it was the *Bokhara*) they quite uninhabited, and being so exhausted lay there until about 10 o'clock next morning.

When this time a Chinaman swam across, and that too, in the face of a strong north-east gale and confused sea, the vessel making little more than 3 knots per hour, and having to come through several tide-races which run among the islands, and are, to say the least, dangerous for a small craft such as theirs. After this we may safely say that the courage of Europeans is ever what it was, but still it is not every doctor and every conglom in the world who would spontaneously undertake so perilous a voyage as the base "chance" of rescuing shipwrecked mariners.

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Masonic.

ZETLAND LODGE,

No. 525.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 1st November, at 8.30 or 9 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 26th October, 1892. [1062]

DILIGENTIA LODGE

OF INSTRUCTION:

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, THURSDAY, the 3rd November, at 8.30 or 9 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 28th October, 1892. [1069]

For Sale.

THEY LEAD THEM ALL.

THE CELEBRATED

CALIFORNIA WINES,
from the well-known Vineyards of Mearns,
KOHLER AND VAN BERGEN, San Francisco,
and JULIAN P. SMITH (Oliver) Livermore,
California.

Guaranteed to be Pure and Unadulterated.
Pure BLACKBERRY BRANDY and fresh
Consignments of BARTLETT SPRING
MINERAL WATER by each Steamer.

Prices forwarded on application to
MACONDRAZ BROTHERS & CO.,
Commission Merchants,
No. 30, Water Street,
Yokohama.

Hongkong, 12th August, 1892. [1844]

FOR SALE.

THE SCHOONER "MONTLARA,"
AS SHE NOW LIES IN YAU-MA-TI BAY.
Length 75 feet.
Beam 17 feet.
Depth of hold 7 feet.
Registered Tonnage 75 tons.
(Owing to recent alterations the carrying capacity of the Montlara has been increased to about 120 tons dead weight.)

The Montlara was built in Singapore, is most solidly constructed of teak throughout, with iron-wood frames, has recently been thoroughly overhauled under experienced European superintendence, and is now in excellent condition. She is a very fast sailer and a most suitable vessel for the Canton kerosene trade, or would make a first-class lighter.

For Particulars as to Price, &c., apply to
R. FRASER-SMITH,
6, Pedder's Hill,
Hongkong, 17th May, 1892. [525]

FOR SALE.

THE ENGINES AND BOILER OF THE
CHINESE GUNBOAT "CHOP-CHEUNG,"
AS THEY LIE AT ABERDEEN DOCKS.

THE Engines of the Chop-cheung were constructed by Messrs. INGLIS & CO., of Wanchai, and are of the Compound Inverted Cylinder Direct-Acting Surface Condensing type. Cylinders 204 and 387 dia., with a stroke of 26." The Crank Shaft is 61" dia. at the Crank pin and 7" dia. at the journals. The H.P. Piston Rod is 3" and the L.P. 3½" dia. The Piston and Condensing Rod bolts are 2" dia. Air-Pump 14½ dia. by 12 stroke, Single Action Circulating Pump 8½ dia. by 12½ stroke, and Double Acting Feed and Bilge Pump (one each) 8" dia. by 12½ stroke.

These Engines have been very little used and are in thoroughly good order.

The Boiler is of the Horizontal Multitubular type, with three Furnaces and vertical Domes on top. Its dia. is 10' 2" by 10' long, external measurements. Furnaces, alt. 7" dia. Domes, 44" dia. by 4ft. high. Tubes, 184 in number, by 3½ ex. dia. It is in fairly good condition, having recently undergone considerable repairs, and would last in active service for over five years.

The Engines and Boiler can be inspected on application to the Superintendent, at Aberdeen Docks.

For further particulars, apply to
R. FRASER-SMITH,
6, Pedder's Hill,
Hongkong, 17th May, 1892. [525]

To Let.

TO LET.

HOUSES in KNOTSFORD TERRACE, Kowloon.
Apply to

THE HONGKONG LAND INVESTMENT
& AGENCY CO., LTD.
Hongkong, 30th September, 1892. [1975]

TO LET.

NEW HOUSES in RIBON TERRACE—Bonham Road, Near Breeches Point. A LARGE Six-roomed HOUSE at Magazine Gap. Rent inclusive of taxes \$35 per month.

No. 4, BLUE BUILDINGS,
OFFICES—Second Floor, Praya Central,
(partly occupied by Messrs. Dunn, McHely & Co.)
GODOWN, (under Messrs. Douglas Lapraat & Co.'s Office).

GODOWN, No. 1A, Blue Buildings,
SEMI-DETACHED HOUSES at Magazine Gap. Very cheap Rental.

No. 4, STAUNTON STREET (corner of the Old Bailey). FIRST FLOOR, No. 22, Elgin Street.

Apply to
THE HONGKONG LAND INVESTMENT
& AGENCY CO., LTD.
Hongkong, 30th September, 1892. [1976]

TO LET.

WITH IMMEDIATE POSSESSION.

THE Large Handsome SHOP, No. 24, Queen's Road Central, lately occupied by Dakin Bros. of China, Limited.

Two Large AIRY ROOMS on the Top Floor of above.

Apply to
DAKIN, CRICKSHANK & CO., LTD.,
Victoria Dispensary,
Hongkong, 2nd August, 1892. [1875]



Intimations.

THE FINEST HOTEL IN THE EAST.
(Under the distinguished patronage of the Imperial Household.)

THIS fine hotel is situated within five minutes' drive of the terminus of the Yokohama-Tokyo Railway and is in near proximity to the Imperial Palace, the Parliament House, and the Chief Public Offices.

There are no inside rooms, thus securing well-lighted, ventilated and cheerful accommodations. The Cuisine cannot be surpassed, and the aim of the management is to provide for the comfort and pleasure of the guests. The attractions of Tokio are countless, and the religious and floral festivals being of daily occurrence are to be seen at their best, and on a grander scale than in any other portion of Japan. All the noted actors, wrestlers and jugglers make the capital their head-quarters.

RATES, \$3 TO \$4.50 PER DAY.

C. S. ARTHUR,
Manager.

[166]

CENTRAL HOTEL,
SHANGHAI.

THIS long established SELECT Family Hotel, situated on the Bund, facing the river, in the centre of the Settlements, has lately undergone extensive alterations, and is now fitted with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Sliding Rooms, with hot and cold water laid on, DOUCHE, SHOWER SPRAYS, etc., and heated to a comfortable temperature during winter.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

The Electric Lighting now partly laid on will be completed during this year, 1892.

An Assistant will attend on Passengers by Mail Steamers.

N.B.—TELEGRAPHIC ADDRESS—"CENTRAL, SHANGHAI."

F. E. REILLY,
PROPRIETOR.

[666]

THE MOUNT AUSTIN HOTEL,
Telegraphic address,
"EXCELSIOR," Hongkong, 1,400 FEET ABOVE SEA LEVEL

TELEPHONE
No. 35.

TAIFF FROM DECEMBER 1ST, 1892, UNTIL APRIL 30TH, 1893, SUBJECT TO ACCOMMODATION BEING AVAILABLE.

Board and Lodging by the Day, one person \$ 3.00
Board and Lodging by the Day for Married Couples occupying one room 4.50
Board and Lodging by the Month, one person 60.00
Board and Lodging by the Month for Married Couples occupying one room 100.00

(CHILDREN BY SPECIAL ARRANGEMENT.)

Sitting-room by the Day \$ 2.50
Sitting-room by the Month 30.00
Extra Bed-room by the Day 2.00
Extra Bed-room by the Month 2.50
Bed and Breakfast 0.75
Breakfast 0.15

TRAMWAY TICKETS will be supplied to RESIDENTS and VISITORS at the Hotel at reduced rates. For further Particulars apply at the Company's Offices, 38 and 40, Queen's Road Central, or to R. ISHERWOOD, Manager, Mount Austin Hotel. Hongkong, 13th October, 1892.

[1018]

PROFESSIONAL NOTICE.

I HAVE this Day resumed my Hongkong
DENTAL PRACTICE.
DENTON E. PETERSON, D.D.S.;
No. 9, Connaught House,
Queen's Road Central,
Hongkong, 3rd October, 1892. [785]

S. I. E. N. T. I. N. G.,
SURGEON DENTIST,
No. 10, DAIGUAR STREET,
TERMS VERY MODERATE,
Consultation free.

Hongkong, 27th September, 1892. [666]

HONGKONG TIMBER
YARD, WANCHAI.

RECON' PINE SPARS and LUMBER
Always on Hand
L. MALLON

Hongkong, 24th June, 1892. [661]

Hotels.

WINDSOR HOTEL,
(In Connaught Building),
QUEEN'S ROAD, HONGKONG.

THE Private Hotel heretofore carried on in

WINDSOR HOUSE has now been

removed to CONNAUGHT HOUSE.

Cuisine under European management. Each

Bed-room has its own Bath-room. Hot and Cold

water. Passenger Elevator all floors.

Charges from \$2 per day upwards.

Special Rates for Families or Permanent

Boarders. Offices and Rooms to let Unfurnished,

and Rooms with or without Board, by day or

month. Apply at the Office, No. 37, 3rd Flr.

Hongkong, 23rd August, 1892. [1843]

BAY VIEW HOTEL.

M. R. OSBORNE begs to remind the Public

that every possible arrangement has

been made for the comfort and convenience of

Visitors to this popular Summer Resort.

"BAY VIEW" occupies the best situation on

the Shau-ki-wan Road, commands an excellent view

of the Harbour, and is always open to the cool

breeze from the Southwest. Steam-launches

can at any time come alongside the Jetty adjoining

the spacious lawns.

The Cuisine is unrivalled in Hongkong, and

only the best Brands of Wines, Spirits, Cigars,

etc., are kept in stock. Private Dinners or

Tiffins prepared in First-class style on the

shortest notice, and Meals can be served at all

hours.

Hongkong, 2nd May, 1892. [1410]

THE BOA VISTA HOTEL.

BISHOPS BAY, MACAO.

THIS HOTEL is situated on the sea shore

in one of the best and healthiest parts of

Macao, and commands an admirable view

facing the South.

Its accommodation is unsurpassed in the Far East.

Every comfort is provided for Visitors, with

an excellent Cuisine, and Wines, Spirits and

Malts Liquors of the best brands.

Hot, Cold, Shower and Sea Water Baths,

Large and well Ventilated Dining, Billiard and

Reading Rooms, and a well supplied Bar.

A small Dairy is attached to the premises.

MIL MARIA B. DOS REMEDIOS,

Proprietress.

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed

HOTEL is situated at a height of 1,350 feet

above sea-level, having been leased by the

Proprietors of the "VICTORIA HOTEL," is

NOW OPEN and will be run in conjunction with

their HOTEL in Queen's Road, thus enabling

them to offer special inducements to Visitors and

Residents.

SPECIAL WINTER RATES.

The Rates for BOARD and LODGING during

the Winter Month, from November 1st to

March 31st, have been reduced as follows:

One person, one month \$10.00

Married couple (occupying one room) per

month 25.00

Married couple per day 2.50